BY ORDER OF THE COMMANDER *SAFB INSTRUCTION 13-202*

DRAFT *xX April 2000*

Space, Missile, Command, and Control

AIRFIELD OPERATIONS

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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★This instruction implements AFPD 13-2, ***Air Traffic Control, Airspace, Airfield, and Range Management.*** It establishes policies and prescribes operational procedures to be used by all hosts and tenant personnel in support of the Sheppard Air Force Base airfield facilities and flight operations. It centralizes operating information and procedures in accordance with AFI 13-203, ***Air Traffic Control*** and AFI 13-213, ***Airfield Management***.

SUMMARY OF REVISIONS

Changed reference data. Corrected references to other publications to reflect new numbers and titles. Deleted duplicate paragraphs. Corrected and **amended** hours of operation criteria. **Added** continuity of air traffic service limitations. **Added** after hour's airfield lighting notification point of contact. Changed runway change time criteria. Corrected base operations references to airfield management. **Added** chapters on T-37 and T/AT-38 procedures for air traffic control. **Added** go-around procedures, specified primary instrument runway for civilians and military aircraft. **Added** BAK-15 barrier requirements. **Amended** MA1A barrier procedures. Updated and clarified airfield vehicle operations. **Added** ASR and tower structural limitations for weather. Changed movement area definition to align with FAAO 7110.65. **Added** Airfield Operations Board (AOB) membership and agenda. Revised diagrams in attachments. Corrected diverse departure diagrams. Paragraphs renumbered. A star "★" indicates revisions from previous edition.

Paragraph

Section F - T-37 Procedures Relating to Air Traffic Control

Section G - T/AT-38 Operating Procedures

Attachments **Page**

SECTION A - INTRODUCTION

1.1. Procedures are outlined for normal situations. During emergencies or unusual circumstances, there is no substitute for sound judgment. The aircraft commander is ultimately responsible for the aircraft and aircrew. This responsibility will not be delegated.

★**1.2.** Squadron supervisors and aircrews are responsible for compliance with the provisions of this regulation. Sheppard AFB Air Traffic Controllers will adhere to the operational guidance published in this instruction above any other locally mandated instruction.

1.3. Unit commanders will ensure that all student and permanently assigned aircrew members at Sheppard Air Force Base attend a local area briefing upon assignment to flying duties. The briefing will be performed by Radar Approach Control (RAPCON) personnel and include, but not be limited to, flying operations, restricted areas and airspace, normal and emergency procedures.

1.4. DEVIATIONS. The procedures and requirements contained in this regulation will not be changed or waived unless an urgent requirement exists. The Commander, 80th Operations Group (80 OG/CC) approves all waivers.

1.5. RECOMMENDED CHANGES. Recommendations for changes to this instruction will be submitted to the Airfield Operations Flight Commander (80 OSS/DOF). Submissions will be typed and signed by the person in charge of the originating office.

SECTION B - AIRFIELD AND AIRSPACE DATA

2.1. AIRFIELD AND RUNWAY DATA (See Attachment 1)

★.1.1. HOURS OF OPERATION. Sheppard Air Force Base runways are open 24 hours daily. Sheppard RAPCON hours are: 0600-2100L Mon-Fri, and 1200-1700L Sun. Sheppard Control Tower hours are: 0530-2100L Mon-Fri, and 0900-1700L Sat/Sun. Base Operations' hours are 0530-2100L Mon-Fri, 0800-1700L Sat/Sun, closed Federal Holidays. **EXCEPTION:** All facilities will extend hours of operation to support 80 FTW flying as manning permits.

★2.1.2. Sheppard Air Force Base has four runways. The primary instrument runways are: Military: 15C, Civilian: 33L. Category I (small aircraft weighing 12,500 lbs or less, with a single propeller driven engine, and all helicopters), Category II (small aircraft weighing 12,500 lbs or less, with propeller driven twin-engines), military and civilian aircraft will normally use runway 17/35 when Undergraduate Pilot Training (UPT) operations are in progress. The calm wind runways are 15 and 17.

2.1.3. All aircraft movement areas on the airfield are not weight restricted for mission assigned aircraft (T-37, T-38, and AT-38). Asphalt paved surfaces such as runways 17/35, 15L/33R, 15C/33C and Taxiways A, B, and E, are weight restricted for some aircraft types. The Airfield Manager will restrict aircraft movement in these areas on a case-by-case basis. Aircraft larger than a C-130 can expect runway 15R/33L.

2.1.4. Intersection takeoff distances are as follows (also, see Attachment 1):

RUNWAY	INTER-SECTION	DISTANCE REMAINING
15R	G	6,600 Feet
15R	F	3,100 Feet
15C	G	3,100 Feet
15C	H	8,800 Feet
33L	F	10,000 Feet
33L	G	6,500 Feet
33C	G	5,600 Feet
33C	H	NO TAKEOFF
17	B	4,100 Feet
35	B	2,900 Feet

★2.1.5. APPROACH AND RUNWAY LIGHTING: Airfield lighting will be operated in accordance with Federal Aviation Administration Order (FAAO) 7110.65. During periods of Tower closure, Runway 15R/33L High Intensity Runway Lights HIRLS, approach lights, and Taxiways A, C, D, E, and H lights will be left on IAW FAAO 7210.3 and 7110.65. NOTE: Runway 33L approach lights are radio controlled on frequency 119.75 when the Control Tower is closed. If after hours lighting adjustment is required, Sheppard Command Post (6-1859) maintains a notification pyramid.

★2.1.6. STANDARD STRAIGHT-IN VISIBILITY MINIMA WITHOUT APPROACH LIGHTS: When Notice to Airmen (NOTAM) action is required due to loss of the approach lights, Airfield Management will include the applicable visibility minimums on the NOTAM.

APPROACH	AIRCRAFT CATEGORY	VISIBILITY MINIMA (mi.)
ASR RWY 15R	A - D	1 ¼
	E	1 ½
LOC BC RWY 15R	A - B	1
	C - D	1 ¼
	E	1 ½
HI-TACAN RWY 15R	C - D	¼
	E	1 ½

APPROACH	AIRCRAFT CATEGORY	VISIBILITY MINIMA (mi.)
PAR RWY 15R/33L	A – E	½
ASR RWY 33L	A - D	1 ¼
	E	1 ½
ILS RWY 33L	A - E	¾
LOC RWY 33L	A - E	1
HI-TACAN RWY 33L	C - D	1
	E	1 ¼
NDB RWY 33L	A - B	1
	C	1 ¼
	D	1 1/2

★2.1.7. TRAFFIC PATTERNS: Sheppard IFR/VFR traffic patterns are depicted in Attachments 2 and 3 respectively.

★2.1.8. DIVERSE DEPARTURES: A climb rate of 200 feet per nautical mile will avoid all obstacles when departing Runways 35/33L/33C/33R. Diverse departure procedures for Runways 17/15R/15C/15L are located in attachment 4.

★2.1.9. FUEL DUMPING/CONTROLLED EGRESS/BAILOUT AREA: Sheppard has no designated fuel dumping area. If an aircraft requires fuel dumping, air traffic control will use procedures from FAAO 7110.65. The controlled egress/bailout area is the SPS 290 radial 10 DME at 10,000' MSL. This area is located on the base disaster control 15-mile grid map at coordinates V.5 and 4.3.

★2.1.10. EMERGENCY EXTERNAL STORES/CARGO JETTISON AREA: This area is defined as the Red River, flying northwesterly, one-half mile either side of the SPS 295 radial, 17-24 DME at 2,500' MSL. Aircraft will self-navigate to the area. RAPCON may monitor/advise the aircraft when entering or leaving the area. The AT-38 jettison area is Falcon Range.

★2.1.11. HOT BRAKES AREAS: The designated Hot Brakes areas are located on the airfield diagram, Attachment 1.

★2.1.12. HOT GUNS/HUNG ORDNANCE: Transient aircraft and AT-38 aircraft will land on RWY 15R/33L and stop at the hammerhead at the end of the runway heading 180 for Runway 15R or heading 300 for Runway 33L.

★2.2. NOTAM PROCEDURES

★2.2.1. Airfield Management processes all NOTAMs IAW AFJMAN 11-208***, Department of Defense Notice to Airmen (NOTAM) System***. All requests for NOTAM submission will be coordinated through the Commander, Airfield Operations Flight (AOF/CC), or designated representative, prior to publishing by Airfield Management personnel. Sheppard RAPCON is designated as the ATCALS and ATC NOTAM monitor facility.

★2.2.2. Sheppard RAPCON and Control Tower will report interruptions to air traffic control facilities or equipment outages to the Base Operations dispatcher. Include an estimated operational time (if available). Airfield Management personnel will determine what NOTAM action will be taken. T-37/T-38 Duty Desks, as appropriate, will notify Base Operations/Airfield Management when military operation areas (MOAs) are to be NOTAMed for night flying.

★2.2.3. The Chief, Airspace Management, will notify Airfield Management personnel when NOTAMs are required due to weekend or holiday activation of any of the Sheppard MOAs or Military Training Routes (MTRs).

★2.2.4. Airfield Management will notify RAPCON, Command Post, and the T-37/T-38 Duty Desks of appropriate NOTAMs IAW AFJMAN 11-208. Prior Permission Required (PPR) will be initiated when the 80 FTW has scheduled flying on weekends or holidays.

2.3. VEHICLE OPERATIONS ON THE AIRFIELD

2.3.1. Radio Controlled movement areas are defined as all active runways, taxiways, and aprons. (See Attachment 1, Airfield Diagram). **NOTE:** The "SAC", ENJJPT, Transient, and Municipal airport ramps are not considered movement areas for air traffic control purposes. Adherence to SAFBI 13-201, ***Airfield Vehicle Traffic***, is mandatory.

2.3.2. All vehicles and pedestrians having authorized access to the aerodrome will adhere to SAFBI 13-201.

2.3.3. Hand held radios may be signed out from Airfield Management.

2.3.4. The Control Tower, during hours of operation, is responsible for aircraft and known vehicle movements on all active runways and taxiways not controlled by a local Class "A" Runway Supervisory Unit (RSU).

2.3.5. Personnel working on or near any runway will move <u>at least 125 feet</u> away from the runway edge when advised by Tower. In the event contact cannot be maintained with personnel on or near the runway, Tower will request assistance from Airfield Management and flash runway lights on and off to signify the need for immediate removal from the area. Standard light gun signals will be used to guide personnel off the airfield.

★**2.4. CONSTRUCTION ON THE AIRFIELD.** All construction and/or maintenance work performed on or in the immediate vicinity of the airfield will be coordinated with and approved by Airfield Management not later than 48 hours prior to work start.

★**2.5. LOCAL FLYING AREA.** The 80FTW/CC uses/designates the local flying area for wing-assigned aircraft. Procedures are outlined in AFI 11-2T/AT38 80 FTW Sup 1, and 80 FTWI 11-201.

2.6. ALERT/RESTRICTED AREAS Areas applicable to Sheppard AFB are: A-561, A-636, and R-5601. Areas are defined in the Flight Information Publication AP/1A.

SECTION C - AIR TRAFFIC CONTROL

3.1. FACILITIES

3.1.1. AIR TRAFFIC CONTROL AND LANDING SYSTEMS (ATCALS) can be used by both military and civilian aircraft for operations on any appropriate RWY at Sheppard AFB/Wichita Falls Municipal Airport. (See Attachment 1).

★3.1.2. SHEPPARD RADAR APPROACH CONTROL: Responsible for clearance delivery, approach, departure, radar advisory, area monitor, and radar final control service to military and civil aircraft within airspace designated by the Fort Worth Air Route Traffic Control Center (ARTCC). The facility also provides approach control services to Sheppard AFB/Wichita Falls Municipal Airport, Kickapoo Downtown Airport, and Wichita Valley Airport. The 80 OG/CC has validated the need for multiple Precision Approach Radar (PAR) capability to exist from 0600-2100L Mon-Fri, 1200-1700L Sun, and any time the 80 FTW is flying.

★3.1.3. SHEPPARD CONTROL TOWER: Responsible for ground control, automatic terminal information service (ATIS), and control of runways 15C/33C and 17/35. Assumes control of runways 15R/33L and 15L/33R during times when wing flying is not in progress, or when the local weather requires IFR recovery, and when RSUs loose radio communications.

★3.1.4. ASR LIMITATIONS: When the following weather conditions are forecast or present, RAPCON will contact the 82d Communications Squadron Job-Control to consider "freewheeling" the Airport Surveillance Radar (ASR) antenna: hail, ¾ of an inch or greater, winds greater than 50K, or tornadic activity. When winds reach 65 Knots, the GPN 20 (ASR) scan and high voltage will be turned off IAW the ATCALS Operations Letter.

★3.1.5. CONTROL TOWER WIND LIMITATIONS: The Structural integrity report for the Control Tower is on file in the Chief Controller's Office. Due to aging seals and windows, the Tower shall be evacuated any time the winds reach 65 Knots in accordance with instructions in the Control Tower OI 13-203 and the Tower Emergency Actions Checklists.

★3.2. SUPERVISOR OF FLYING (SOF) AND RSUs

★3.2.1. SOFs act directly on behalf of the 80 OG/CC in operational matters affecting wing aircraft.

★3.2.2. RSUs control the aircraft and the runways used by the 80 FTW aircraft during wing flying.

★3.3. RUNWAY SELECTION AND CHANGE PROCEDURES

★3.3.1. During 80 FTW operations, the SOF will determine the runway in use. Sheppard Control Tower will determine the runway in use when 80 FTW is not flying.

★3.3.2. Tower will coordinate with all affected agencies (RAPCON, Airfield Management, Fire Department, and Weather) at least 30 minutes prior to Runway Change Time (RCT) during wing flying, and advise them when runway change is complete.

★3.3.3. Tower, RAPCON, and the RSUs will announce RCT over the appropriate frequencies 30 minutes prior to the runway change. Tower will transmit RCT on GUARD (243.0) at 30 minutes and 15 minutes prior to RCT. From 15 minutes prior to runway change, Tower, and RAPCON will announce the proposed change on the appropriate frequencies as required.

★3.3.4. Tower will discontinue taxiing aircraft to the active runway 15 minutes prior to RCT. RAPCON will normally discontinue vectoring aircraft to the radar drop-off point/final approach/initial for the runway in use approximately 15 minutes prior to the proposed time.

★3.4. RUNWAY SURFACE CONDITION (RSC) When the temperature is above 40 degrees Fahrenheit, the RSUs will determine the RSC for their runways only. This determination is based on PIREPS. The RSU will notify Airfield Management of the RSC for their runways, who will then pass this information to the Control Tower and RAPCON. If the temperature falls below 40 degrees Fahrenheit/4 degrees Celsius, Airfield Management will make the RSC determination for all runways.

★3.5. PRECISION APPROACH CRITICAL AREAS

★3.5.1. ILS CRITICAL AREA. Glideslope: the cone extending 40 degrees either side of, and 1,300’ out from the antenna; Localizer: the 250’ area around the antenna, extending 2,000’ toward the approach end of 15R (See Attachment 1).

★3.5.2. PAR TOUCHDOWN ZONE. The area 500’ either side of centerline, extending from 200’ in front of the threshold to 3,200’ down the runway on both ends (See Attachment 1).

3.6. TRANSIENT DEPARTURE PROCEDURES

3.6.1. Tower will issue the following climb-out instructions to transient military and civilian departure aircraft for the runways indicated below when the overhead patterns are in use:

★3.6.2. Runway 15R/33L, 15/33C: *"Fly runway heading, Maintain 2,300'."*

★3.6.3. Runway 17: *"At departure end of runway, turn left heading 150, maintain 2,300' until 2 miles south of the field, then climb and maintain 7,000'."*

★3.6.4. Runway 35: *"At departure end of runway, Turn left heading 280, Maintain 2,300'."*

★.7. GO-AROUND/RESTRICTED LOW APPROACH PROCEDURES FOR WING AND TRANSIENT AIRCRAFT

★3.7.1. Go-around: *"Fly Runway Heading, maintain 2,300' (reason as time permits)"*, or as ATC instructs.

★3.7.2. Restricted Low approach: *"Maintain at or above 1,500' (reason as time permits)."*

★3.8. PRACTICE APPROACHES Civil and transient military aircraft will not conduct practice approaches to Runways 15R/33L, 15/33C, 15L/33R during wing flying.

3.9. OPPOSITE DIRECTION PROCEDURES

3.9.1. Opposite direction operations on Runway 15/33 are prohibited when 80 FTW operations are in progress, except for emergencies and as noted in 3.9.4 below.

3.9.2. Opposite direction (for both IFR and VFR aircraft) may be conducted to runway 17/35 during 80 FTW operations, provided the following conditions are met.

3.9.2.1. Pilot requests due to tailwind components for active runway.

3.9.2.2. Request must be approved by both Tower and RAPCON watch supervisors.

3.9.3. Tinder instructs aircraft under their control to delay crosswind turn until reaching 2,800' MSL, to ensure 500' separation from inbound traffic at 2,300' MSL. This applies when runway 17 or 35 is in use.

3.9.4. Opposite direction cutoff points apply when both aircraft are IFR. There are no established cutoff points when one or both aircraft involved are VFR.

3.9.4.1. Opposite direction departures shall not be cleared for takeoff when either aircraft is a Category (CAT) III and the arrival is within 15 flying miles; or both aircraft involved are a CAT I or CAT II and the arrival is within 10 flying miles.

3.9.4.2. Opposite direction arrivals shall not be permitted within 15 flying miles of the airport when either aircraft is a CAT III and the departure has been cleared for takeoff.

3.9.4.3. Opposite direction arrivals shall not be permitted within 10 flying miles of the airport when either aircraft is a CAT I or CAT II and the departure has been cleared for takeoff.

3.9.5. Space Shuttle Carrier Aircraft (SCA) will need to back taxi if landing runway 15R due to taxiway weight restrictions. If runway 33L is in use, the SCA will usually depart runway 15R. After using opposite direction for the SCA, expect a 3-minute delay before resuming normal operations due to wake turbulence. Opposite direction takeoffs/landings are permitted for SCA when the procedures outlined above are followed.

★3.10. REDUCED RUNWAY SEPARATION

★3.10.1. FAAO 7110.65 authorizes Reduced Same-Runway Separation (RSRS) standards for military aircraft. RSRS for AETC assigned aircraft is authorized IAW AFI 13-203, AETC Sup 1, Attachment 19.

★3.10.2. Similar trainer-type RSRS may only be applied using alternate runway side procedures, example: T-37 to T-37. Note: T-43 aircraft are not considered trainer-type aircraft for RSRS purposes. Similar aircraft means same airframe.

★3.10.3. Daytime RSRS for similar trainer-type aircraft, similar fighter aircraft, and similar type tactical airlift aircraft (non-heavy) is 3,000’ or the proceeding aircraft is airborne when using alternate runway side procedures.

★3.10.3.1. When alternate runway side procedures are not or cannot be employed, the minimum RSRS is 6,000’ in all cases.

★3.10.3.2. If both formation aircraft are positioned on the cold (exit) side of the runway, an RSRS of 3,000’ may be applied between a landing formation and a subsequent arriving single aircraft.

★3.10.3.3. Ensure an RSRS of 6,000’ when the subsequent aircraft is a formation flight. Separation is measured between the trailing aircraft in the lead flight and the lead aircraft in the trailing flight.

★3.10.4. At night, 6,000 feet is the minimum separation, provided the controller can see the aircraft involved and determine distances by reference to suitable nighttime landmarks; otherwise standard FAAO 7110.65 separation will be applied.

★3.10.5. RSRS standards do not apply:

★3.10.5.1. To any situation involving an emergency aircraft.

★3.10.5.2. To any situation involving an aircraft cleared for the option, low approach behind a touch and go, or a touch and go behind a full stop.

★3.10.5.3. When the Runway Condition Reading (RCR) is less than 12, or breaking action reports of less than fair are reported.

★3.10.6. Deployed Navy, Army, and Marine Corps aircraft are authorized RSRS if an LOA is signed between the host wing and the deployed unit. Host wings will ensure a detailed briefing is conducted prior to the commencement of local flying.

★3.10.7. Pilots are responsible for wake turbulence separation when maintaining visual separation or operating under VFR. When operating IFR or under ATC instructions, controllers must ensure standard wake turbulence separation.

★3.10.8. Any aircrew or air traffic controller may refuse RSRS when safety of flight may be jeopardized. In these cases, appropriate separation standards published in FAAO 7110.65 apply.

★3.11. TRANSIENT AND CIVILIAN AIRCRAFT REQUIRING RUNWAY 15R/33L OR 15C/33C Transient military and civilian aircraft will be afforded services IAW FAAO 7110.65 priority procedures. In extreme cases, delays may be expected due to ENJJPT flying training in the local area.

3.12. LOCAL AIRCRAFT PRIORITIES During weather recall, the SOF will determine if any aircraft require recovery priority, and will coordinate with the appropriate ATC facility. This priority applies to 80 FTW aircraft only, and does not supersede priorities established by Federal Aviation Regulations (FARs).

★3.13. DRAG CHUTE PROCEDURES All aircraft will retain their drag chute until they are parked. However, if an aircraft jettisons its drag chute on the runway or taxiway, Control Tower will inform Airfield Management of the chute location. Airfield Management will then notify Transient Alert and request chute pickup. If Transient Alert is unable to respond, the Fire Department will retrieve the chute.

SECTION D - EMERGENCY PROCEDURES

★4.1. GENERAL. While the procedures outlined in this section are specifically designed for Sheppard Air Force Base, they have been written to comply with standard emergency procedures mentioned in other publications. When an emergency situation arises, pilots will inform the Control Tower or RAPCON as soon as possible.

4.2. ACTIVATION OF PRIMARY CRASH PHONE

4.2.1. Sheppard Control Tower will activate the primary crash phone in any of the following situations: known or suspected crash on or off base; aircraft emergency, whether declared by the pilot or other qualified source; suspected hijack; suspected hot brakes; bomb threat, either received from an aircraft or at the direction of the Command Post; tornadoes; control tower evacuation, when deemed necessary by the Watch Supervisor on duty.

4.2.2. The following simulated or practice situations will require activation of the primary crash phone: daily crash phone check (between 0700 and 0800 lcl.), exercises.

4.3. PHYSICAL RESPONSE TO AIRFIELD/AIRCRAFT EMERGENCIES

4.3.1. Fire Department personnel will position vehicles in order to follow emergency aircraft down the runway until the aircraft stops or exits the active runway. They will remain with the aircraft until the emergency is terminated.

★4.3.1.1. Airfield Management will activate the secondary crash net.

★4.3.1.2. The on-scene commander or the senior fire official will terminate the emergency.

★4.3.1.3. Flying Safety, Airfield Management, or Wing 1 (80 FTW/CC), Wing 2 (80 OG/CC), or Wing 3 (80 OG/CD) will inspect the runway for FOD if required.

★4.3.2. The Supervisor of Flying (SOF) will advise Airfield Management of airfield/runway inspection/check requirements. 4.3.2.1. Airfield Management will respond to the airfield/runway for a surface check at the discretion of the SOF.

★4.4. MULTIPLE IN-FLIGHT EMERGENCY PROCEDURES

★4.4.1. Flight Safety will respond to in-flight emergencies as necessary to preserve initial mishap evidence/information. Flight Safety will not approach the emergency aircraft until the emergency is terminated. Flight Safety will augment 80 OSS/DOFB, Airfield Management in checking the runways after multiple IFE's occurring simultaneously on more than one runway; specifically those emergencies that have the greatest potential for FOD, such as blown tires.

★4.4.2. Coordination of these efforts will be routed through Air Traffic Control. This will minimize down time for aircraft operations while clean-up efforts are undertaken.

★4.4.3. The hospital will dispatch an ambulance, which will remain adjacent to the Control Tower until required, or until the emergency is terminated.

★4.4.4. The on-scene commander or the senior fire official will terminate the emergency.

★4.4.5. The Tower will relay emergency termination notices to Airfield Management only when the on-scene commander or senior fire official has confirmed termination. Airfield Management dispatchers will relay termination instructions over the secondary crash net. When the Tower is closed, the on-scene commander or senior fire official will relay emergency termination to the Command Post.

★4.5. AIRCRAFT INCIDENTS/ACCIDENTS It is USAF policy to not release names of personnel allegedly involved in aircraft incidents or accidents to agencies outside USAF channels, including the FAA, without HQ USAF/XOO approval. Refer all requests for information to 82 TRW/PA.

4.6. HOT BRAKES PROCEDURES. Aircrews suspecting hot brakes will call Sheppard Control Tower to advise them of the situation and to provide aircraft identification and location. The aircrew will then shut down on the runway or taxi to one of the designated hot brake areas as necessary. Transient alert and contract maintenance will immediately transmit suspected or confirmed hot brake information to the tower.

4.7. HYDRAZINE PROCEDURES. Aircraft with hydrazine emergencies will be directed to the hammerheads for Runway 15C/33C or 15R/33L.

★4.8. SUSPENDED RUNWAY OPERATIONS AND RUNWAY CLOSURES. When it becomes necessary to suspend normal runway operations due to a disabled aircraft on the runway, normal operations will not be conducted until Flying Safety, Wing 1, 2, 3, or Airfield Management inspects the runway. If the disabled aircraft is transient, Flying Safety, or an Airfield Management representative must inspect the runway prior to resumption of normal operations.

★4.9. CONTINUITY OF AIR TRAFFIC SERVICES. If the Control Tower evacuates, the active T-38 RSU will be used as an alternate facility. During these conditions, all traffic will perform one straight-in approach to a full stop due to equipment and visibility limitations. In the event RAPCON must evacuate, Fort Worth Center will assume control of the Class "E" airspace.

SECTION E – MISCELLANEOUS

★5.1. AIR EVAC NOTIFICATION AND COVERAGE. Airfield Management is designated as the agency responsible for coordinating support for Air Evacuation flight information. Tower will notify Airfield Management when an Air Evacuation flight is approximately 15 miles from landing, time/workload permitting.

★5.2. DISTINGUISHED VISITOR (DV) NOTIFICATION PROCEDURES.

★5.2.1. Airfield Management is the focal point for DV arrival/departure notifications.

★5.2.2. Time/workload permitting, RAPCON Watch Supervisors will ensure Airfield Management personnel are notified when the DV aircraft makes initial radio contact and forward the ETA and distance from the airfield.

★5.2.3. Airfield Management will contact all other base agencies (82 TRW/CCP, 80 FTW/CC) as applicable with the above information.

★5.3. CLASSIFIED MATERIAL STORAGE The Sheppard Command Post, Building 430, is the designated classified material storage facility for material up to TOP SECRET.

★5.4. BIRD HAZARD ADVISORIES The 80th Flying Training Wing Bird/Aircraft Strike Hazard Plan is applicable to all agencies. The Control Tower, RAPCON, and RSUs will pass advisories on bird hazards to all aircraft when appropriate, and include the information on ATIS as necessary.

★5.5. AIRCRAFT ARRESTING BARRIER OPERATIONS.

★5.5.1. The MA1A arresting gear on Runway 15R/33L will be in the up position on the departure end of the runway during wing flying. When 80 FTW flying operations are complete, Tower will coordinate with the fire department to lower the barrier. The BAK-15 Aircraft Arresting System on Runway 15C/33C is remote controlled in the Tower, and will be raised when requested. Approach end engagements are not authorized. The MA1A barrier requires a 6-hour reconfiguration period after an engagement. If the BAK-15 is engaged, it will take a minimum of 2 days to reset.

★5.5.2. Airfield Management will determine and transmit NOTAMs as required, advise CE Power Production if a barrier engagement occurs, and inspect and reopen the runway after the aircraft has been removed from the overrun.

★5.5.3. Civil Engineers will respond promptly with power production personnel to the "holding area" when advised of an anticipated engagement or an actual engagement. They will also perform two daily inspections of the barriers and advise Airfield Management and Tower of barrier status and estimated downtime when maintenance is required. Additionally, they will provide air traffic controllers training on barrier operations, capabilities, and limitations upon request.

5.6. EMERGENCY LOCATOR TRANSMITTERS (ELT)

5.6.1. Air traffic control agencies will not activate the primary crash phone for ELT signals not immediately known to be associated with an emergency. IAW AFI 13-203, notification and response procedures are as follows:

5.6.2. The RAPCON (Tower if RAPCON is closed) will advise Tower and Fort Worth Center of all information concerning ELT signals heard or reported.

5.6.3. The Tower shall: notify RAPCON (if closed, Command Post) of ELT signals heard or reported, notify Airfield Management (if closed Command Post) via direct line of ELTs of unknown source, notify Airfield Management and RAPCON when an ELT is determined not to be an emergency, and when the signal ceases.

★5.6.4. Airfield Management will take action to determine the source of an ELT signal not immediately known to be associated with an emergency, and notify the personal equipment branch to check if the signal is originating on the ramp or parachute room. Actions will continue until the source is determined or the signal ceases.

★5.7. AFTER HOURS AIRFIELD NOTIFICATIONS

★5.7.1. During Airfield Management closure, Command Post shall: notify the stand-by dispatcher when advised by RAPCON of emergencies, ELT signal information and aeromedical evacuation flights; notify the Fire Protection Communications Center as soon as inbound air evacuation flight notification information is received; perform Support Group key personnel notification, and activate the secondary crash net.

★5.7.2. RAPCON will, during Airfield Management closure, notify Weather and Fort Worth Center of changes in ATCALS.

★5.8. MODEL AIRCRAFT FLYING. Model aircraft flying at the strip north of Missile Road gate must be coordinated with Airfield Management and the Control Tower.

★5.9. UNUSUAL MANEUVERS By FAA directives, air traffic controllers may not approve unusual maneuvers within the Class D surface areas if they are not essential to the performance of the flight. The definition of unusual maneuvers can be found in FAR Part 91. For information and applications for waivers to Federal Aviation Regulations, contact the FAA Flight Standards District Office at Alliance Airport, Fort Worth, Texas.

★5.10. TRANSIENT AIRCRAFT OPERATIONS. During wing flying, the 80 OG/CC must approve Prior Permission Required (PPR) requests, if more than one transient movement per hour is occurring on Runways 15R/33L and 15C/33C. Transient movement on Runway 17/35 is unrestricted. The 80 OG/CC is the approval authority for transient military operations when Airfield Management and transient alert are both closed. Transient aircraft will park at the transient ramp (base operations ramp) when practical. Aircraft visiting the 80 FTW may be parked on the ENJJPT ramp with 80 OG/CC approval. Parking of large frame aircraft and overflow aircraft will be coordinated by the Airfield Manager with appropriate agencies. **EXCEPTION:** DV or other aircraft whose passengers have official business with 80 FTW may be parked on the ENJJPT ramp with 80 OG/CC coordination and approval.

★5.11. PRIORITY AIRCRAFT PARKING

★5.11.1. The transient ramp (base operations ramp) is the designated parking area for all transient priority aircraft.

★5.11.2. Airfield Management will fax priority aircraft information from the PPR log 82 TRW/SF.

★5.11.3. 82 TRW/SF will coordinate with Airfield Management prior to establishing a restricted area cordon.

5.12. THE BASE AIRFIELD OPERATIONS BOARD (AOB)

★5.12.1. The Base AOB Chairman is the 80 OG/CC or delegated representative. Membership includes but is not limited to: 88 FTS/CC, 89 FTS/CC, 90 FTS/CC, 97 FTS/CC, 80 OSS/CC, 80 FTW/OGV, 80 FTW/SE, 82 Communications Squadron representative, 82 Civil Engineering Squadron representative, Fire Chief or designated representative 80 OSS/DOF, 80 OSS/DOFB, 80 OSS/DOFE, 80 OSS/DOW, 80 OSS/DOOA, SW REGION AFREP (FAA), Wichita Falls Municipal Airport Manager.

★5.12.2. The AOB agenda consists of the following: Airspace, terminal, en route and special use (requires annual review); ATC/Flying Procedures, new, revised, rescinded, and seldom used (requires annual review); Military, FAA, and /or Host Nation concerns; Airfield Operations Flight (AOF, ATC, AM) staffing and proficiency; ATCALS flight inspection schedule, problems, status, and upgrades; airfield environment (construction, lighting, marking/painting, and FOD program); status of flightline driving program and runway intrusions; HATR information; ATSEP deficiencies, follow-up actions and completed actions; annual review of all applicable base instructions, LOAs, LOPs, OIs, OPLANs, AICUZ, TERPS, Ops Letters; local aircraft priorities (annual review); NOTAM circuit and AWDS reliability; ATC capability procedures; MACA.

★5.13. LIGHTNING WATCH AND WARNING

★5.13.1. Lightning Watch: In effect 30 minutes prior to lightning forecast within a 5 NM radius of Sheppard AFB.

★5.13.2. Lightning Warning: In effect whenever lightning occurs within a 5 NM radius of the airfield. If any aircraft lands during a Lightning Warning, maintenance personnel will not be available to park the aircraft on the ENJJPT ramp. Tower or Ground Control directs aircraft to taxi to a SOF directed holding area, outside the ENJPPT ramp, and hold until the warning is terminated.

★5.13.3. All vehicles operating on the airfield will immediately depart the airfield.

★SECTION F – T-37 PROCEDURES RELATING TO AIR TRAFFIC CONTROL
(Reference: the following procedures have been excerpted from 80FTWI 11-201. These procedures are for local T-37 aircraft. This instruction replaces the requirement for air traffic control to utilize 80FTWI 11-201.)

★6.1. EXPLANATION OF TERMS

★6.1.1. Altitude: Mean Sea Level (MSL) unless otherwise specified.

★6.1.2. Ceiling: Above Ground Level (AGL).

★6.1.3. Visibility: Statute miles.

★6.1.4. Cooter: T-37 Runway Supervisory Unit (RSU).

★6.1.5. Loner: Center runway RSU.

★6.1.6. Extended Daylight: 15 minutes prior to sunrise until 15 minutes after sunset for local flying operations.

★6.2. FLYING STATUS. The SOF determines flying status, bird watch condition and Caution/Danger zones as appropriate. Cooter, RAPCON and Tower broadcast status changes on normal frequencies. Tower broadcasts all status changes and bird watch conditions on GUARD (243.0/121.5).

★6.3. RADAR COVERAGE

★6.3.1. General: RAPCON is required to ensure that the radar targets of T-37 aircraft established in the Sheppard I and II Military Operations Areas (MOAs) do not merge unless other separation is ensured.

★6.3.2. Local T-37 aircraft are considered participating while operating within the confines of Sheppard I and II MOAs.

★6.3.3. IFR traffic transitioning the MOAs shall be separated IAW FAAO 710.65 procedures.

★6.4. DEPARTURE PROCEDURES

★6.4.1. Aircraft departing under RSU control are considered VFR and traffic separation exists until an IFR clearance is in effect: "*Climb and maintain (altitude)"* is received or area clearance is issued.

★6.4.2. RAPCON departure interval is at least 1 minute. Aircraft that do not meet minimum separation standards may be directed to return to Cooter's pattern.

★6.4.3. Aircraft assigned areas in Sheppard I are automatically cleared the Sheppard I departure. Aircraft assigned areas in Sheppard II are automatically cleared the Sheppard II departure. Aircraft

proceeding to Lawton/Henry Post AAF will normally be cleared direct the Lawton VOR at 6,000'. Aircraft proceeding to Hacker will be cleared the Ranch departure at 6,000'.

★6.4.3.1. Aircraft must fly the departure routing as published under normal conditions. They shall not request direct intermediate level off or unrestricted climb to the areas. The ONLY exceptions are AREAS 10, 13.

★6.4.4. Nav Route departures are normally VFR using either the Sheppard I or II departure ground track at 3,000'. Under instrument status fly the Sheppard I or II departure at 3,000' and request desired NAV route. When established within the NAV route corridor, aircraft will either cancel IFR or request a descent to the MVA to attempt VFR conditions and cancel IFR. If they are unable to obtain VFR they will coordinate with RAPCON for an alternate mission.

★6.5. AREA PROCEDURES

★6.5.1. RAPCON assigns appropriate areas to Wing T-37 aircraft. RAPCON will assign only one aircraft/formation per area.

★6.5.2. Pilots are responsible for remaining inside their areas with all navigational means possible. If it becomes necessary for RAPCON to separate aircraft through radar vectors, or to aid an aircraft to remain within the assigned area, the following instructions will be issued on the discrete frequency.

★6.5.2.1. *"(Callsign) work (direction)."* Aircraft or flight will, upon completion of present maneuver or as soon as practical, turn via the shortest route toward the general direction specified by the controller. The affected aircraft shall acknowledge.

★6.5.2.2. *"(Callsign) work (direction) immediately."* The aircraft or flight will interrupt its present maneuver and, as soon as possible, turn via the shortest route toward the direction specified by the controller. The affected aircraft shall acknowledge.

★6.5.3. Aircraft will inform RAPCON when IMC is encountered in the areas.

★6.5.4. All aircraft will make routine requests on Channels 6/8. RAPCON will not routinely monitor Channels 5/7.

★6.6. PATTERN ENTRY PROCEDURES

★6.6.1. The radar drop-off points are: BRIDGE (SPS 013/12) for Runway 15L and DEANS (SPS 090/13) for Runway 33R.

★6.6.2. The VFR entry points are: POND (SPS 073/14) for Runway 15L and ORCHARD (SPS 055/12) for Runway 33R.

★6.7. FORMATION PROCEDURES. T-37 formation flights are worked like T-37 single ships: FAAO 7110.65 separation is applied.

★6.8. NIGHT OPERATIONS

★6.8.1. Runway 15C/33C is the primary night runway. The SOF may obtain OG/CC approval to use Runway 15L/33R.

★6.8.2. RAPCON will discontinue pattern entries ten minutes past official sunset.

★6.8.3. Cooter will request the center runway from Tower. Once Cooter assumes control of the center runway, RAPCON will resume pattern entries.

★6.8.4. At 15 minutes past official sunset, Tower will announce on GUARD *"Sheppard AFB is under night operations"*.

★6.8.5. Night procedures with RAPCON are the same as day procedures. Pattern entry will be via the radar drop-off point.

★6.8.6. Overhead patterns and straight-in approaches will not be flown simultaneously to the same runway, unless an emergency/unusual circumstance dictates.

★6.8.7. Non-student sorties may conduct pattern work with Tower.

★6.9. ABNORMAL PROCEDURES

★6.9.1. RWY 17/35 CONTINGENCY OPERATIONS: When conditions prevent using Runway 15L/33R, T-37 aircraft may use Runway 17/35 on a limited basis. The number of sorties will be less than 50% of normal or as determined by the SOF.

★6.9.1.1. Flying status will be Dual Only or Dual Crosswind.

★6.9.1.2. Weather minimums are ceiling 1,800', visibility 3 miles.

★6.9.1.3. Departure and recovery will be IFR under Tower control.

★6.9.1.4. Aircrews will contact Clearance Delivery, state intentions (i.e., Sheppard I or II, Hacker, Lawton, NAV route) and obtain appropriate clearance prior to taxi. Aircraft taking off and landing will be under Tower Control.

★6.9.1.5. Expect the following departure instructions to keep clear of the T-38 pattern:

★6.9.1.5.1. Runway 17: At the departure end of the runway, turn left to a heading of 150 degrees and maintain 2,300' until two miles south of the field. After contacting departure control, aircrews will be vectored back to the Sheppard I/II departures, direct to the low level entry point, or to the desired destination.

★6.9.1.5.2. Runway 35: At the departure end of the runway, turn left to a heading of 280 degrees and maintain 2,300'. Remain west of Taxiway D in order to avoid the T-38 pattern. After contacting departure control, follow the guidance in paragraph above.

★6.9.1.6. Expect the following recovery instructions to keep clear of the T-38 pattern:

★6.9.1.6.1. For runway 17 expect to be vectored toward the SPS VORTAC or, for runway 35, Kickapoo Airport (7 miles south of Sheppard AFB). With the runway insight, expect to maintain or descend to 2,300' (below the T-38 pattern) and to be cleared for visual approach to the runway. Slow and configure no early than overhead Kickapoo Airport or the SPS VORTAC. Use extreme caution for civilian aircraft in the vicinity of Kickapoo Airport and the SPS VORTAC. If landing runway 17 depart the SPS VORTAC on the 075 radial for a hard right base runway 17 (Note: avoid over-flying the ENJJPT ramp and Taxiway D).

★6.9.1.6.2 Solo students/aircraft required to recover to Runway 17/35 from Cooter's pattern will fly initial for Runway 15L/33R under RSU control. They will fly straight through initial until cleared to break. When directed by Cooter, they will contact Tower on Channel 20. After being cleared to break, they will fly the ground track depicted in the T-37 Inflight Guide (expect base turn to over-fly all runways) for landing on Runway 17/35.

★6.9.2. RADAR OUTAGE PROCEDURES: If Sheppard's radar is OTS during normal operations, Areas 4 Low, 10 Low, and 2 High will be closed due to potential departure and recovery conflicts. Area 4 High and 4 Low will be used as a vertical airway to enter and exit Hacker.

★6.9.2.1. Departure routing and altitude restrictions remain as published, with the exception of Ranch and Lawton departures which will be flown at 6, 500'.

★6.9.2.2. Aircraft will use the published instrument recovery procedures to the appropriate radar drop-off point. Altitudes flown during recoveries in VFR conditions should be the appropriate VFR hemispheric altitude as close as possible to the published IFR recovery altitude. Orchard and Pond are closed.

★6.9.2.3. No Post or Temple Penetrations, or VOR/DME Echo approaches will be permitted during a complete radar outage.

★6.9.2.4. Additional requirements for nonradar procedures are found in Local Operations Letters, Letters of Agreement, and Rapcon OI's, 13-203 and 13-204.

★6.9.3. WEATHER RECALL INFORMATION: RAPCON will broadcast aircraft type, reason for recall (weather, winds, etc.) fuel requirements and alternate airfields as specified by the SOF.

★6.9.3.1. Recall recovery priorities are initiated by the SOF: emergency fuel, minimum fuel, solos.

★6.9.3.2. Aircraft in the areas should minimize radio transmissions and advise area monitor of their available holding time.

★6.9.3.3. If local nav routes are in use, the SOF will advise RAPCON to direct dual crews to contact the SOF who will act as a control ship for the remaining nav route aircraft.

★6.9.4. Functional Flight Check (FCF) Runway 15C/33C departures are approved. Tower will coordinate with Cooter and RAPCON for traffic deconfliction. FCF missions require a continuous area. Area 13 will normally be used.

★6.9.5. IFR AT SHEPPARD: During Simultaneous instruments, departure and recovery will normally be to Runway 15L/33R under tower control on Channel 3 (283.7 MHz). During Alternating Instruments, departure will be from Runway 15C/33C, and arrivals will be on 15R/33L.

★6.10. EMERGENCY PROCEDURES

★6.10.1. T-37 emergency aircraft recovering to Sheppard should normally plan to land on Runway 15C/33C.

★6.10.2. Cooter will coordinate with Tower for handoff of the emergency aircraft. The inbound emergency aircraft will contact Tower at Cooter's direction.

★6.10.3. LOST COMMUNICATIONS PROCEDURES: In the absence of a clearance, aircraft will have a clearance limit of Sheppard AFB.

★6.10.4. EMERGENCY LANDING ON TAXIWAY DELTA: If aircraft require landing on Taxiway Delta, Tower will be notified of estimated time of arrival. Clearance to land will either come from Tower directly or from Tower through the RSU.

★6.10.5. SINGLE FREQUENCY APPROACH (SFA): If an aircraft requests an SFA, SOF will coordinate with all affected agencies, and ensure they are all on the appropriate frequency. The designated SFA frequency is channel 18 (294.7).

★6.10.6. The on-scene commander or senior fire representative is the termination authority for emergencies.

★6.11. NOISE ABATEMENT. At or past the departure end of Runway 33R (but no later than ½ mile or at a safe airspeed), T-37 aircraft will turn to heading 010. They will then fly direct to the SPS 030/09 once past the housing area off the departure end.

SECTION G –T/AT-38 OPERATING PROCEDURES

(Reference: the following procedures have been excerpted from AFI 11-2T/AT38, 80FTW Supplement 1. These procedures are for local T-38 aircraft. This instruction replaces the requirement for air traffic control to utilize AFI 11-2T/AT38, 80FTW Supplement 1.)

★7.1. EXPLANATION OF TERMS

★7.1.1. Tinder: T-38 Runway Supervisory Unit (RSU).

★7.1.2. Loner: Center Runway RSU.

★7.2. FLYING STATUS. The SOF determines flying status, bird watch condition and Caution/Danger zones as appropriate. Tinder, RAPCON and Tower broadcast status changes on normal frequencies. Tower broadcasts all status changes and bird watch conditions on GUARD (243.0/121.5).

★7.3. DEPARTURE PROCEDURES

★7.3. Runway 15C/33C is the primary T/AT-38 launch runway for dual student sorties, and Tower controls all launches.

★7.3.1. "Standard Departure": Fly runway heading, cross departure end at or below 2,300, climb and maintain 5,000', contact Sheppard Departure. The Term "Standard Departure" is used only for local aircraft in lieu of stating the full departure procedure.

★7.3.2. "Radar Pattern": "Standard departure" to remain in the local radar pattern.

★7.4. LOCAL PATTERN DEFINITIONS AND PROCEDURES

★7.4.1. IFR LAST PATTERN (ILP): Radar vectors for one radar pattern to an instrument final followed by an IFR departure. Maintain runway heading and climb to 5,000'. Upon reaching 4,000', turn west heading 240. Squawk assigned code.

★7.4.2. FALLS PATTERN: Vectors to a SHP 12 DME base for a straight-in to the center runway, where IFR is canceled. The aircraft conducts a touch-and-go followed by an IFR departure

or entry to the VFR overhead pattern. The term "Falls" is used whenever aircraft want vectors for a VFR straight-in to the center runway, regardless of whether it is after initial takeoff or after returning from the areas.

★7.4.2.1. After Initial Takeoff: Depart runway heading and climbs to 4,000'. Upon reaching 4,000', turn westward heading 240, climb and maintain 5,000'. Contact Sheppard Arrival and squawk assigned code.

★7.4.2.2. Pattern Procedures: Rapcon will vector the aircraft to a 12 DME base from SHP. After the turn to base and the aircraft is able to visually complete the approach, the pilot cancels IFR and proceeds with a VFR straight-in to Runway 15/33C. If aircraft need vectors inside 10 DME , they will be provided by Arrival and delay canceling IFR. Arrival vectors aircraft no closer than 8 DME from SHP. If aircraft are unable to cancel at 8 DME, Arrival will break the aircraft off the approach. Aircrews can expect a runway-heading climb to 5,000' followed by vectors for an instrument approach or departure.

★7.4.2.3. Altitude: At 10 DME aircraft should be descending to 2,300' to be at 2,300' not later than 8 DME. Aircraft may descend to 2,300' if VFR before 10 DME. Exception: when flying to runway 33C, aircraft should not descend below 2,800' MSL until east of the Kickapoo Airport extended runway centerline.

★7.4.3. "FALLS 2": Used by aircraft in two-ship formation who wish to return to Sheppard for an overhead to Tinder's pattern and a formation straight in to a full stop on the center runway. "Falls 2" is coordinated between Tower and Tinder when the aircraft reach the break. Tower will advise Tinder approved or disapproved. Tinder will advise the aircraft if Falls 2 is not approved.

★7.4.4. HIGH PATTERN: The high pattern is used for solo "pattern only" missions to decrease fuel load for touch and go practice and emergency situations. Pattern altitude is 4,500'.

★7.5. FORMATION PROCEDURES

★7.5.1. Spacing interval for T-38 formations is a minimum of 10 seconds between elements.

★7.5.2. INSTRUMENT TRAIL DEPARTURE: Aircraft will advise Air Traffic Control when using trail departure procedures. Spacing interval is a minimum of 20 seconds between elements. Lead aircraft will squawk a 47XX beacon code, and trail aircraft will squawk the assigned code of the flight.

★7.5.3. RECOVERY PROCEDURES: Formations that expect to encounter IMC conditions will normally request flight split up with Fort Worth Center, or with RAPCON. Aircraft are required by AFI 11-2T/AT-38 80 FTW Sup 1 to advise RAPCON as early as possible of the flight's intentions.

★7.5.4. DRAG PROCEDURES: Flight must inform RAPCON of intentions to "Drag" on final when on base turn and after canceling IFR. Flight must inform Tower of "Drag" intentions on initial contact. Lead aircraft will maintain 300 KIAS until 10 mile final. The wingman will begin "Drag" when flight lead advises.

★7.6. NIGHT OPERATIONS

★7.6.1. When T-37s are night flying, T-38s will only use Runway 15R/33L. When only T-38s are night flying, dual crews may depart from Runway 15/33C.

★7.6.2. PATTERN BREAKOUT: T-38s will execute their normal pattern breakout squawking 03XX and request basic radar service to Point Bravo or Charlie.

★7.6.3. INSTRUMENT APPROACHES: Instrument/straight-in approaches are not normally mixed with overhead patterns at night to Tinder's runway. The SOF must approve instrument/straight-in approaches. The SOF and Tower Watch Supervisor must approve instrument straight-in approaches.

★7.7. ABNORMAL PROCEDURES

★7.7.1**.** SHEPPARD RADAR OUT: Sheppard RAPCON and Tower will follow nonradar procedures IAW FAAO

★7110.65. Procedures in this section are advisory only.

★7.7.1.1. Aircraft will receive nonradar routing from clearance delivery to one of the Fort Worth Center IFR "Pick-up points" (Annaa, Mikke, Megga), for departure.

★7.7.1.2. Normal recovery procedures for T-38 aircraft in any status above Instruments are to proceed VFR using the ground track for the Talon 1, 2 or Walto Recovery. No clearance for these procedures will be issued by RAPCON.

★7.7.1.3. If the weather is IFR, aircraft can expect nonradar routings to intercept the 13 DME arc to intercept a localizer final to the runway in use.

★7.7.1.4. Practice instrument approaches are not approved during nonradar.

★7.7.2. When the SPS TACAN CH 74 is off the air, the SOF coordinates with RAPCON to request radar vectors for FIDO and ABLE missions. If RAPCON is unable to provide radar vectors, FIDO missions are not flown. ARCAS, ABLE, JAVET and BURNY missions may be flown using SHP TACAN CH 45 procedures in the T-38 IFG.

★7.7.3. The SOF, in coordination with the Tower Watch Supervisor, will determine extended dual runway operation.

★7.8. EMERGENCY PROCEDURES

★7.8.1. T-38 aircraft declaring an emergency will attempt to land on Runway 15R/33L. They will request a VFR straight-in or an instrument approach. Aircraft are required to advise Arrival when leaving the frequency to contact Tinder.

★7.8.2. After landing, emergency aircraft normally continue to the departure end of the runway.

★7.8.3. All emergencies are terminated by the on-scene commander or senior fire official.

★7.8.4. SFAs: If an aircraft requests and SFA, SOF will coordinate with all affected agencies, and ensure they are all on the appropriate frequency. The designated SFA frequency is channel 18 (294.7).

★7.8.5. EMERGENCY LANDING ON TAXIWAY DELTA: If it becomes necessary to use Taxiway Delta to recover aircraft, advise Tower with an ETA for landing. Clearance to land comes directly from the Tower, or is relayed from the Tower through Tinder.

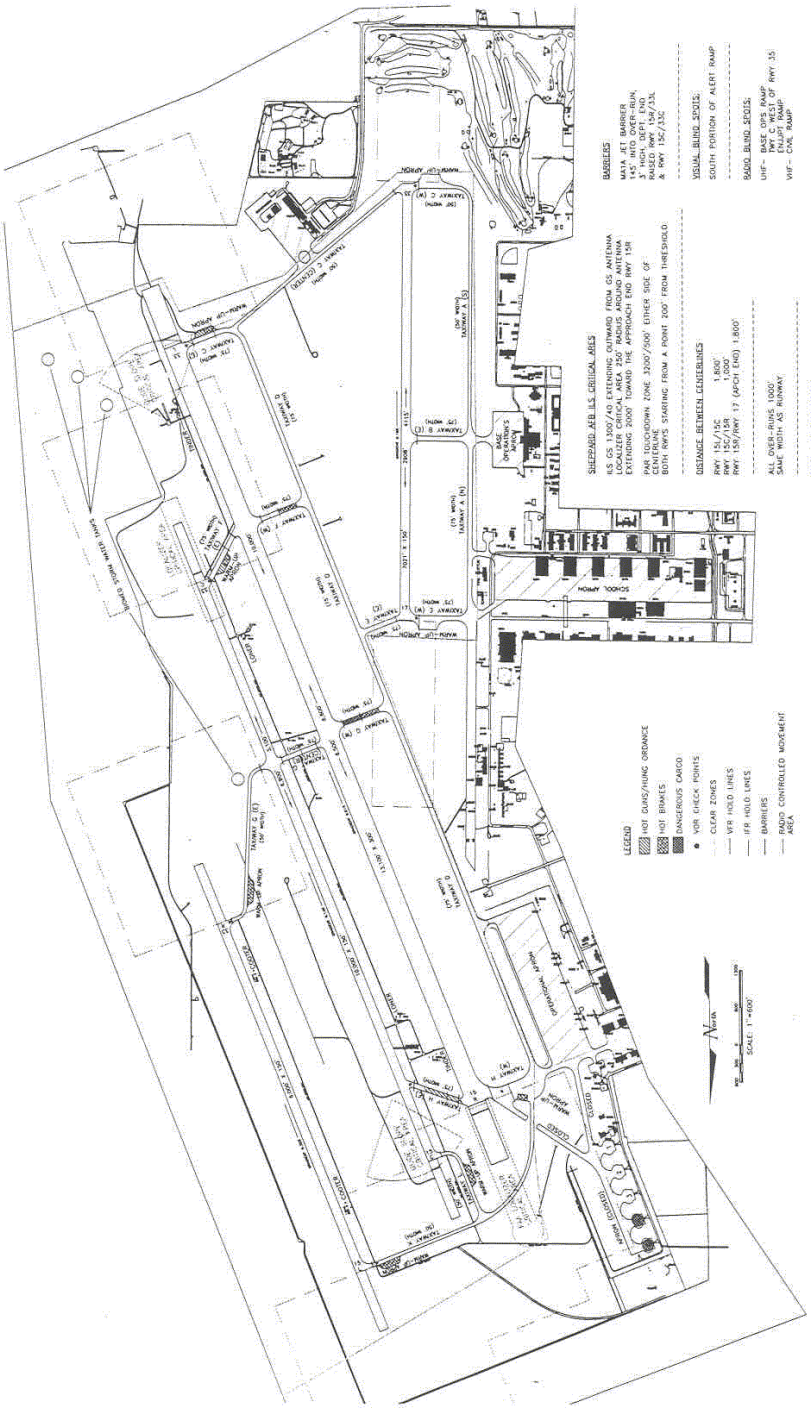
★7.8.6. EMERGENCY LANDING ON RUNWAY 17/35: Tinder will direct aircraft to contact tower for clearance to land on Runway 17/35. Aircraft will fly initial to Runway 15R/33L and land from the overhead.

★8. History of instruction: Previously known as **SAFBR 60-2**, 18 Nov 94. The instruction was changed 20 Dec 96 to reflect current number.

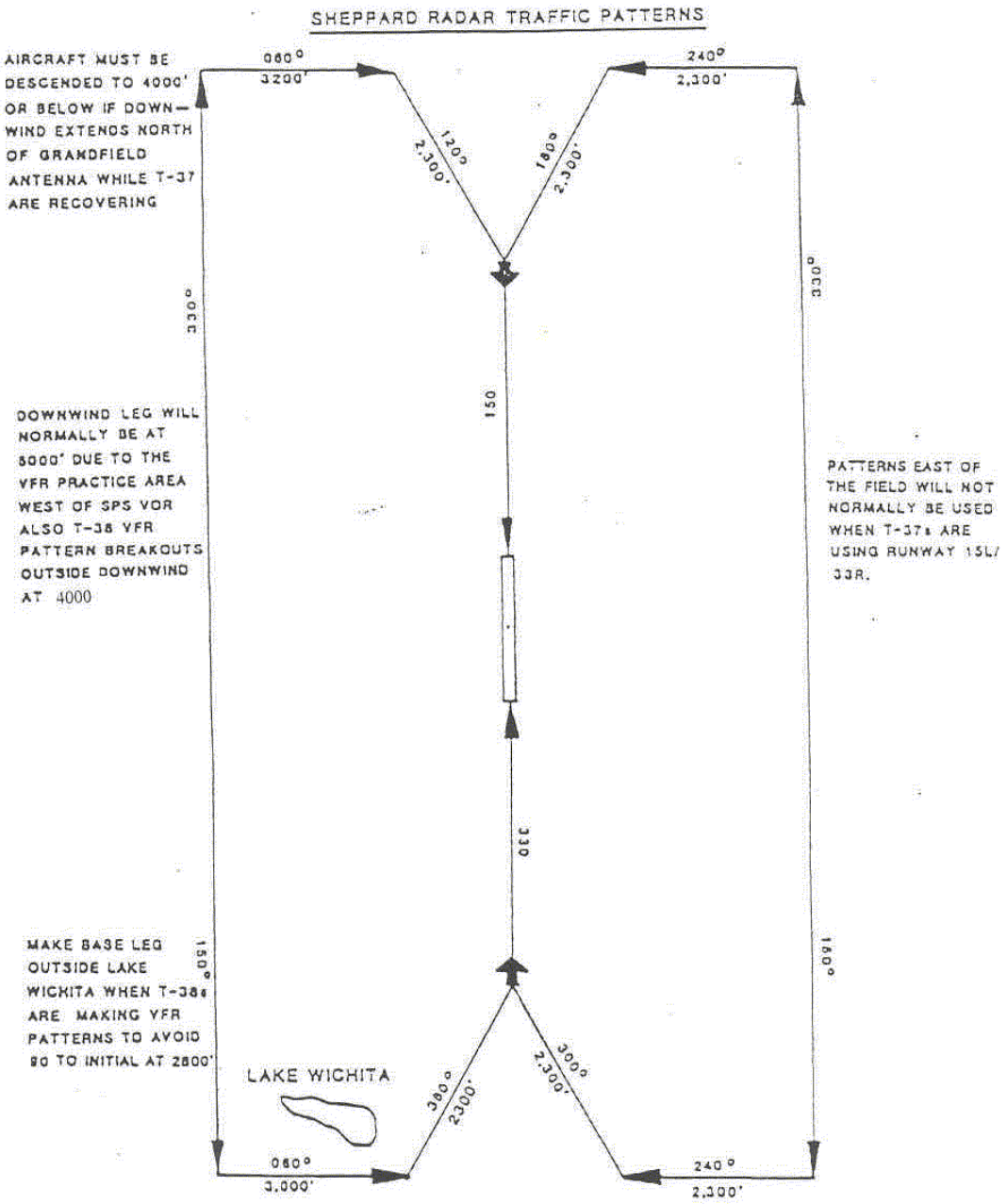
KURT A. CICHOWSKI, Colonel, USAF
Commander, 80th Flying Training Wing

Attachments:
1. Sheppard AFB Airfield Diagram
2. Sheppard Radar Traffic Patterns
3. Sheppard VFR Traffic Patterns
4. Diverse Departure Procedures

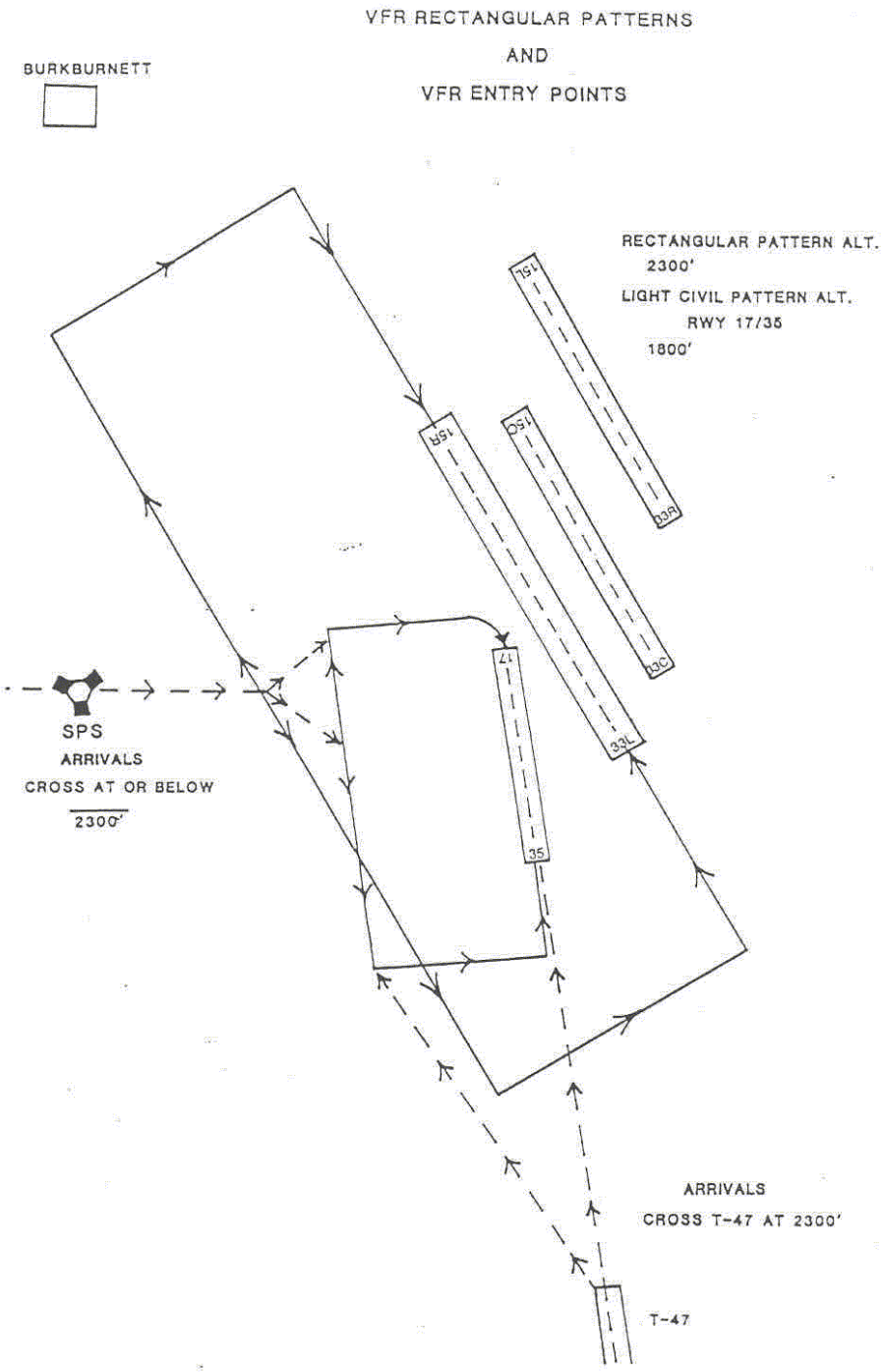
Attachment 1
Sheppard AFB Airfield Diagram



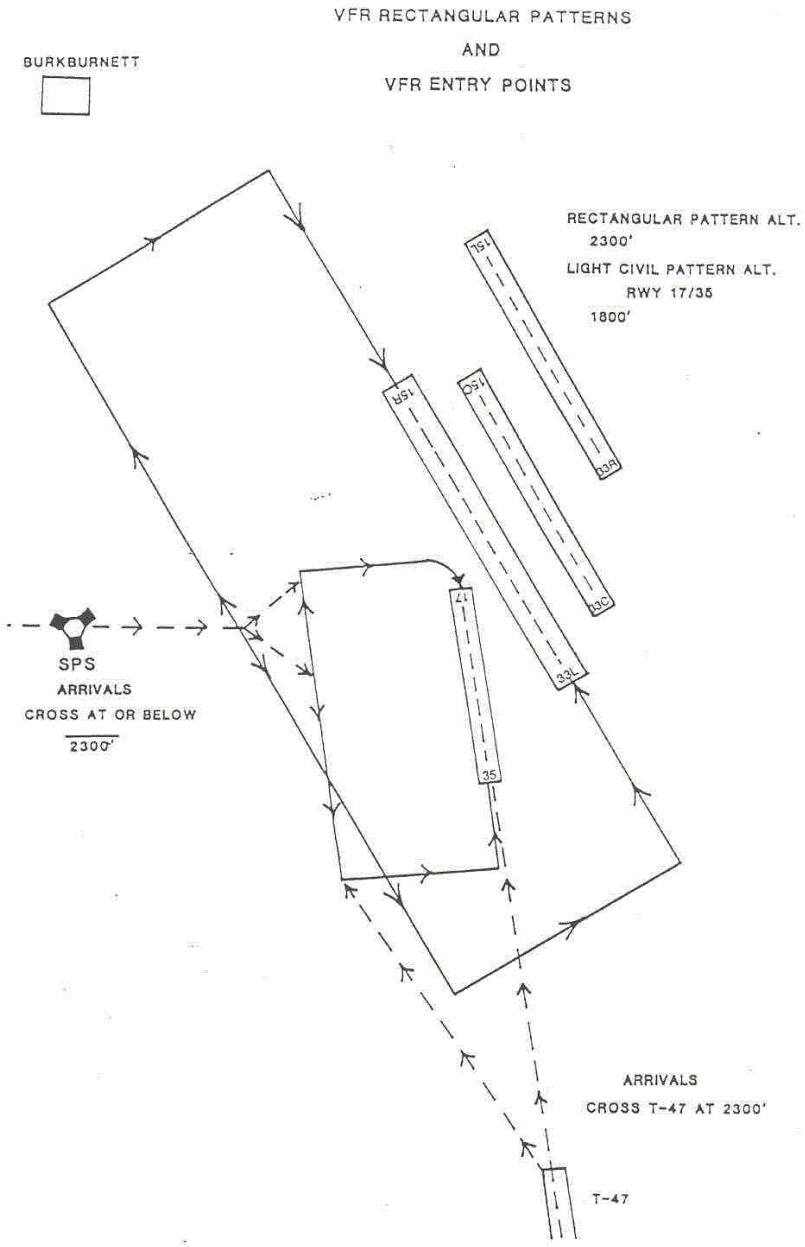
Attachment 2
Sheppard Radar Traffic Patterns



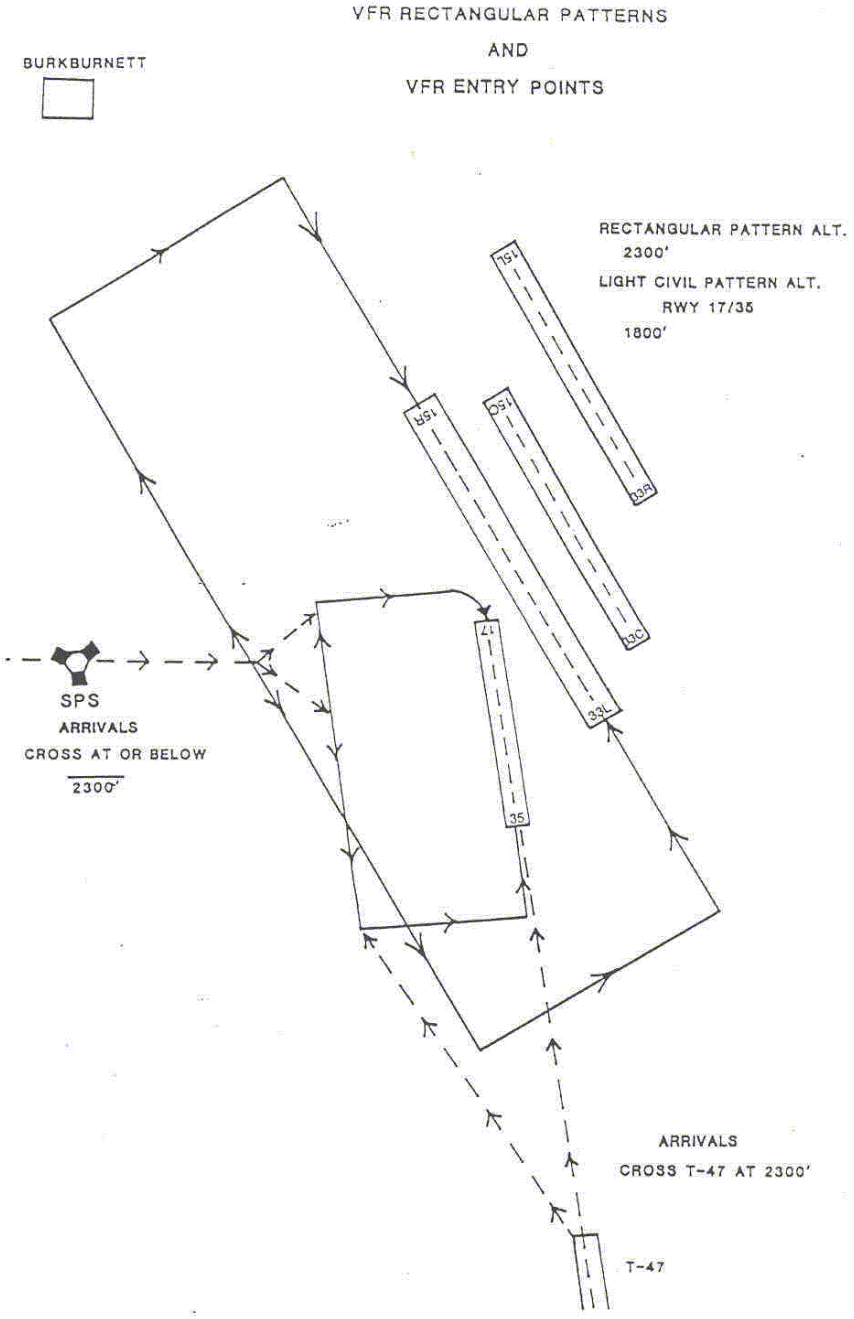
Attachment 3
Sheppard VFR Traffic Patterns



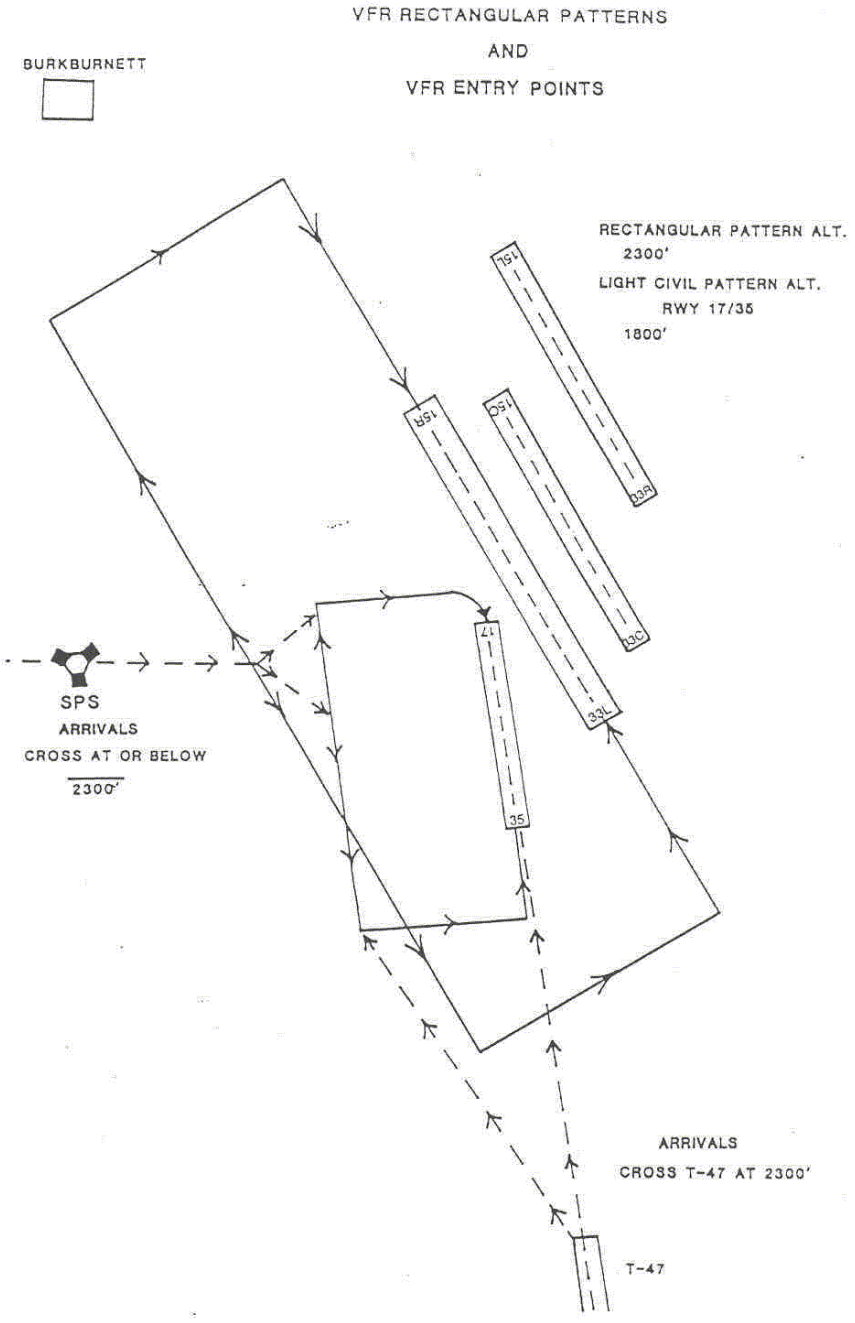
Attachment 3(Cont)
Sheppard VFR Traffic Patterns



Attachment 4
Diverse Departure Procedures



Attachment 4(Cont)
Diverse Departure Procedures



Attachment 4(Cont)
Diverse Departure Procedures